Amendments to the Specification:

The paragraph beginning at page 4, line 17, has been amended as follows:

-- In an advantageous embodiment of the invention, an end wall is provided which connects the lower edge of the baffle wall to a further lower edge of the intake opening. The end wall is, relative to the direction of gravity of the work apparatus (held in the usual operating ~~position)~~ position), disposed below the baffle wall. As a consequence of the above, the film of fuel can flow off from the baffle wall to the end wall supported by gravity. At the end wall, the film of fuel is transported back into the intake channel by the intake air flow which flows by. Suitably, the above-mentioned first component part of the baffle wall is inclined with respect to the longitudinal axis in the direction toward the end wall in such a manner that the cross section of the baffle space expands from the longitudinal axis in the direction of the end wall. Because of this kind of an alignment of the inclination angle, the kinetic energy of the fuel droplets, which exit from the intake opening, operates upon impact on the baffle wall with a component in the direction of the end wall. This force component acts supportively on the fuel film in the direction of gravity so that an improvement of the conveyance of the fuel film in the direction of the end wall and from there into the intake channel is given without additional assisting means. The transition between the end wall and the baffle wall is configured so as to be rounded, whereby a defined air flow can form in the ~~round,~~ round which, in this region too, makes possible a clean conveyance of the fuel film to avoid unwanted collection locations. The end wall extends advantageously uniformly and especially as a

straight line into the lower channel wall of the intake channel whereby the fuel film can be carried into the intake channel with little resistance. Furthermore, the flow resistance for the inducted air is reduced in this manner. --

The paragraph beginning at page 8, line 22, has been amended as follows:

-- The direction of the gravity force is indicated by arrow 11. Referred to the gravity force direction 11, the engine 1 is shown in its usual operating position wherein the work apparatus, which is driven thereby, is held or guided, for example, at a handle. The lower edges (12, 13) are each referred to the gravity force direction 11. The edge 12 of the baffle wall 5 and the lower edge 13 of the intake opening 4 are connected to each other by the end wall 14. It can also be practical to provide, for example, a fuel collecting device in lieu of the end wall 14 for a return of fuel into the fuel tank. A baffle receptacle 17 is formed from the baffle wall 5 and the end wall 14 together with additional side walls 16 shown in FIG. 2. The baffle receptacle 17 has an inflow opening 18 on its side lying opposite the end wall 14. The inflow opening 18 lies rotated by approximately 90° to the intake opening 4. The engine 1 draws combustion air via the intake channel 3 in the direction of arrow 27. The combustion air is drawn from the inner space 31 of the air filter housing 30 in the direction of arrow 26 through the inflow opening 18 into a baffle ~~receptacle 7~~ enclosure 7 between the baffle wall 5 and the intake opening 4 and, from there, through the intake opening 4 into the intake channel 3. --

The paragraph beginning at page 9, line 13, has been

amended as follows:

-- FIG. 2 shows details of the baffle receptacle 17 of FIG. 1. The baffle receptacle 17 is shown in FIG. 2 as a mirror image compared to FIG. 1. The baffle ~~receptacle 7~~ enclosure 7 is delimited by a baffle wall 5, an end wall 14 and two side walls 16. Because of the cross sectional view, only one of the two side walls 16 is shown. The baffle wall 5 is subdivided into a first component part 8 and a second component part 19, which join one another in the region of an edge 20 lying inside the baffle ~~receptacle 7~~ enclosure 7. Referred to the gravity force direction 11, the edge 20 lies above the longitudinal axis 6 of the intake channel 3 and is closer to the plane 35 of the intake opening 4 than the foot section of the component part 8 of the baffle wall 5 which joins to the end wall 14. The two component parts (8, 19) are inclined at respective inclination angles ($\gamma 1$, $\gamma 2$) referred to the longitudinal axis or at angles ($\beta 1$, $\beta 2$) which are complementary to respective inclination angles ($\gamma 1$, $\gamma 2$). --

The paragraph beginning at page 10, line 15, has been amended as follows:

-- The inclination of the first component part 8 at the inclination angle $\gamma 1$ is so aligned that the cross section of the baffle ~~receptacle 7~~ enclosure 7 expands in the direction toward the end wall 14 starting from the longitudinal axis 6. The inclination of the second component part 19 is oppositely aligned by the inclination angle $\gamma 2$. Accordingly, the cross section of the baffle ~~receptacle 7~~ enclosure 7 widens measured from the longitudinal axis 6 starting from the edge 20 in the direction toward the inflow opening 18. --

The paragraph beginning at page 11, line 21, has been

amended as follows:

-- A protective wall 40 is provided in order to prevent a carrying out of fuel droplets or partial droplets through the inflow opening 18 into the filter housing. The protective wall 40 is provided on the edge 42 of the inflow opening 18 facing away from the intake opening 4. As shown in FIG. 2, the protective wall 40 extends partially over the baffle ~~receptacle 7~~ enclosure 7. The protective wall lies essentially at a distance 43 from the plane of the inflow opening 18. --

The paragraph beginning at page 11, line 29, has been amended as follows:

-- In order to reliably prevent a carrying away of the finest fuel droplets from the baffle ~~receptacle 7~~ enclosure 7, it is provided that the free end section 41 of the protective wall 40 lies closer to the plane 35 of the intake opening than the edge 20 of the inclined first component part 8 of the baffle wall 5. The edge 20 lies in the baffle ~~receptacle 7~~ enclosure 7. The length of the protective wall 40 is especially so provided that, in the plan view of the inflow opening 18, the protective wall 40 completely covers the second component part 19 of the baffle wall 5. In this way, it is ensured that also fuel droplets 9, which impinge upon the second component part 19 of the baffle wall 5, are not carried away as a fuel fog through the inflow opening 18 in the case of a bursting; rather, these fuel droplets deposit on the protective wall 40. Gas, which flows back from the intake channel 3, is deflected upwardly in the direction toward the protective wall 40 because of the inclined position of the second component part 19 and is deflected back from the protective wall 40 in the direction toward the intake

opening 4. Here, it is advantageous when the free end section 41 of the protective wall 40 is bent over preferably into the baffle ~~receptacle 7~~ enclosure 7 in a direction toward the intake opening 4. An end section 41', which is bent over in this manner, can be configured also by a heaping of material in the region of the end section 41 and supports the back flow in the direction toward the intake opening 4. --